



General Rules for Members, Guest and Visitors

- 1.) Safety is of the utmost importance and obedience to the rules is essential to safety.
- 2.) Intoxicated persons will not be allowed on the Prairie State Railroad right of way.
- 3.) Visitors and guests shall stay within the confines of the picnic, parking, concession building and station area. They shall not walk over bridges or on the track.
- 4.) In case of emergency, passengers on trains shall be guided by Prairie State Railroad members.
- 5.) Prairie State Railroad reserves the right to deny rides to anyone.
- 6.) Children must be accompanied by parents or supervisors and remain under control.
- 7.) No running on the Prairie State Railroad right of way except in emergency.
- 8.) Preschool children will not be allowed on trains unless accompanied by a responsible person.
- 9.) No babies-in-arms or pets allowed on trains.
- 10.) Expectant Mothers may not ride the train.
- 11.) All pets on the Prairie State Railroad right of way must be on a leash. Pet owners are expected to clean up after their animals.
- 12.) The use of cameras is prohibited on moving trains carrying the general public. The Station Master may give special permission to organize a special photo.
- 13.) No smoking, eating, or drinking allowed on passengers carrying cars.
- 14.) Passengers shall not get on or off moving trains.
- 15.) At stations or when stopped, passengers will follow directions of the Station Master, Engineer, or Conductor.
- 16.) Passengers shall remain seated and facing forward on trains.
- 17.) Passengers shall not lean or reach out for anything while trains are moving.
- 18.) Passengers must keep arms and legs within cars as much as practical.
- 19.) Members, guests, or visitors who do not abide by these rules or instructions from the members of the Prairie State Railroad will be asked to leave the right of way.

APPOINTED OFFICERS AND DEFINITIONS

Appointed Officers

Run Superintendent: There will be one for each event. They are the Chairperson on regular or special (e.g., Public) run days and will coordinate personnel, including Station Master, Mechanical Inspector, Rules and Safety Inspector and Concessions Manager.

Sycamore Site Superintendent: This member is responsible for coordination all activities at the Sycamore site and reporting to the club regular membership meetings and BOD Meetings.

Station Master: There will be one for each event if necessary. This member (s) will give main line train operating authority to engineers and conductors, control station area and arrange for sufficient conductors to operate trains. The Station Master will make sure that there are enough assistants to control trains and passengers, and load and unload passengers properly.

Mechanical Inspector: This Member (s) will see that the shop and steaming bay are maintained and are staffed with sufficiently qualified members during run days and those locomotives and cars are mechanically safe.

Boiler Inspector: This Member (s) will inspect boilers of members and visitor's locomotives as required by Boiler and Mechanical Rules.

Concession Manager: This person will report to the Treasurer and will manage the concessions as required to provide refreshments and memorabilia. He or She will see that there are sufficient people to serve on run days.

Rules and Safety Inspector: This Member (s) will patrol the property during run days to ensure that the rules are observed, parking controlled, gates staffed, and property secured at night.

Note: 1.) If the above officers are unable to fulfill their assigned duties on regular or special run days, they must arrange for replacements. 2.) Situations not covered in these rules will be decided by the Superintendent.

Definitions:

Qualified Engineer: This is a physically able person, who has read and understands the Train Operating Rules of the Prairie State Railroad. He or she must be familiar with the controls of the locomotive to be operated. This person must make not less than two (2) training trips operating the locomotive with a qualified engineer. They must be informed of grades, braking requirements, and walk the railroad line they will operate with a qualified engineer.

Qualified Conductor: This is a physically able adult who has read and understands the Train Operating Rules of the Prairie State Railroad. He or she will see that passengers are properly seated on the train, observe passengers and trains when moving, and protect the rear of train.

Train: This is a locomotive, with or without cars, displaying a red flag by day or red light by night on the back.

Yard Limits: Trains and locomotives may operate within Yard Limits without flag protection. They must be prepared to stop shortage of trains or obstructions.

Operating Pressure: Pressure designated at which the safety valve should open.

Main Line: The principal through route.

Boiler and Mechanical Rules

- 1.) All new, repaired, or modified boilers shall be hydrostatically tested to a pressure of not less than 200% of the operating pressure before putting in operation and shall be retested every 24 months of operation to 150% of operating pressure (adopted 1986).
- 2.) Boilers shall show no bulging or displacement of sheets, firebox, barrel or any surface, and no serious leaks or sudden drop in pressure during hydrostatic test.
- 3.) If steam gauge range is sufficient, it shall be left in place and a record made of its accuracy at operating pressure.
- 4.) Safety valves shall open at the hold the pressure at not over 10% of the operating pressure, or they shall replace with valves capable of relieving the pressure. Owners shall supply boiler plugs or caps for the safety valves and any appurtenance they do not want test pressure to reach. They shall also supply a fitting for down or washout plug openings. It shall be threaded on one end to fit their boiler and threaded for one-eighth" or one-fourth" N.P.T. male or female on the other end. This fitting is for the connection of the test equipment which will be available at the club track. The owners may conduct the test themselves but must be witnessed and recorded by the Boiler Inspector.
- 5.) The Boiler Inspector shall fill out a certificate of the test that they witnessed or conducted. A copy shall be given to the owner and the Prairie State Railroad to file.
- 6.) Members and visitors operating their steam locomotives at the Prairie State Railroad will be required to have a current boiler test certificate from Prairie State Railroad or from a live-steam club which makes similar tests. If these requirements cannot be shown, a boiler test must be made.
- 7.) Propane-fired locomotives must have safety chains or links between locomotive and trailing propane-carrying cars. Cars carrying propane must be adequately vented.
- 8.) All 7 1/2" gauge trains must be equipped with safety chains. For interconnecting of equipment trains must be equipped per Prairie State Railroad standards (adopted in 1986) by April 1, 1994. Trains equipped with automatic brakes do not require safety chains.
- 9.) All 4 3/4" and 7 1/2" gauge locomotives must be equipped with effective brakes. Brakes may be actuated by hand, foot, steam, air, hydraulic, electric, or other means.
- 10.) Coal burning locomotives must be equipped with an adequate ashpan—NO CINDARS ON THE TRACK.
- 11.) Locomotives must be equipped with an effective whistle or horn.
- 12.) All locomotives and cars must comply with the Prairie State Railroad coupler and wheel standards (BLS standards adopted in 1986) by July 1, 1993.

Train Operating Rules

- 1.) Safety is of the utmost importance and obedience to the rules is essential to safety.
- 2.) There must be one regular member and one other adult at the Prairie State Railroad right of way before operation power equipment or trains.
- 3.) During regular run or special run days, train operating authority may be given by the Station Master to the engineer before a train is operated on the main line.
- 4.) The owner of a locomotive or car will have the final say on who shall operate or ride his/her equipment. Engineers are responsible for damage and personal injuries caused by the collision with another train.
- 5.) Train speeds are the responsibility of the engineer. They must be kept to a safe and reasonable speed allowing the engineer to stop and control the train, especially in accordance with rule 4 and 14 (no more than 8 actual m.p.h. is recommended). All members are responsible for enforcing the speed rule when a violation is observed. Speed on bridges, on blind curves without signals, through stations and yard limits - 3 M.P.H. (walking speed).
- 6.) Trains must be operated by or under the control of a qualified engineer.
- 7.) Any unqualified engineer must be in the first seat available behind the trainee. No public passengers (non-members of Prairie State Railroad) are allowed on trainee trips. Station Master must be notified of trainee engineers and when they are qualified (see rule eighteen for Jr. Members).
- 8.) Each 7 1/2" gauge train shall have a qualified conductor on the rear car with a red flag (red light after sunset) and whistle, except if the Run Superintendent grant special permission.
- 9.) Between sunset and sunrise, trains will operate with white headlights on the front of locomotive and a red flashing light on back rear car.
- 10.) Trains must clear main lines or be under flag protection before servicing equipment or attempting repairs.
- 11.) Back-up movements must be made under flag protection of at least one hundred feet, except within yard limits.
- 12.) When two or more trains are operating in the same direction, a one hundred feet interval must be maintained, except when at stations, junctions, yard limits or under red flag protection.
- 13.) Siding switches on the main line must always be lined for the main line after use.
- 14.) Elevated track engineers must control their locomotives from a trailing care or remotely by radio. No passengers are allowed on remote controlled train unless engineer is on train.
- 15.) A single work train can operate without a conductor on workdays.
- 16.) Excessive axle loading as determined by the Station Master or the Rules and Safety Inspector that will damage track is prohibited on the Prairie State Railroad.
- 17.) Engines or cars which drip oil or water on rails excessively are prohibited until corrected.
- 18.) Junior members may be qualified as a passenger engineer by being instructed by a qualified engineer for each motive power used. The junior member learns the rules, signal locations, braking procedures, and all aspects of safety. The Junior members must have at least five passenger runs (no passengers allowed) with a qualified engineer for each type of motive power. Finally, the Rules and Safety Instructor will question the Junior member on the rules and operation. The Rules and Safety Inspector records each Junior member that has been qualified. A newly qualified Junior must have a qualified engineer with them for the first three passenger trips for each type of motive power. Junior engineers must have a Regular Member as conductor.